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Green Light

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Vol. 33

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D. J. Davidson, Editor

Member

Association of Railroad Editors, International Association of Business Communicators and Colorado Industrial Press Association

Correspondents

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Time to Retire

When the time comes to retire, in order to receive annuity checks as soon as possible, delays can be avoided by adhering to the following:

1. Visit the nearest district office of the Railroad Retirement Board if at all possible. They will assist in making out the application and explain the benefits. They are listed in the telephone book.

2. The following documents are necessary: Proof of Age; Proof of Military Service; If a Disability Annuity, the Board office will give instructions about obtaining the necessary medical evidence.

3. The best Proof of Age is a certified copy of the civil, church or hospital record made out at the time of birth. If this is not available, the next oldest record should be located, such as military discharge paper, census record, school record, insurance policy, fraternal organization, or similar type of document.

Proof of Military Service may be the original certificate of discharge that shows the date of active service, or it may be a photostat copy of the document.

4. The Board encourages employees, age 62 or over, to visit their office so that in the future they will not unknowingly forfeit their rights to supplemental annuity by continuing railroad work after the eligibility closing date for that benefit.

5. The Board has a record of each employee's railroad service after 1936. Those who had service prior to 1937 may file a statement with the Board to claim credit for such service (Form AA-15). It will not be necessary to submit this statement if 30 or more years of service are completed after 1936.

6. There are three steps to follow when actually retiring:

1. Formally leave the railroad job and any nonrailroad job held. (If self-employed it is not necessary to give up that work.)
2. Unless retiring before age 65 on the basis of disability, rights to return to railroad service must be relinquished.
3. Complete and file an application for retirement.

7. A signed statement showing that all rights are given up to return to work for any employer covered under the Railroad Retirement Act. A form on which this can be done (Form G-88) may be obtained when applying for annuity.

8. It is advisable to file immediately after one stops working but not before that time. A short delay will not hurt as payments can be retroactive for up to one year before the date the application is officially filed at a Board office. A delay in filing, however, would delay the awarding of annuity.

9. A spouse applying for benefits should visit the Board office in person bringing proof of marriage and a death certificate or copy of it. For children, birth certificates, proof of relationship and age of each child is necessary. A child who is age 18 or over and disabled, special medical evidence of the disability would be needed.

10. A widow who is eligible upon reaching age 60 for widow's annuity should file up to three months before attaining age 60.

Between You and Me

(The following is one of the signs on the Waiter's Wall at Rhoads Garage in New Jerusalem, Pa. It's called Waiter's Wall because the signs, slogans and tales make good reading while customers wait for their cars to be serviced.)

"Are you tired? Run Down? Feeling Awful? Overworked? Perhaps there's a reason why.

"We have come across some absolutely irrefutable statistics that show exactly why you are tired. And, brother, it's no wonder you're tired either. There aren't as many people actually working as you may have thought, at least, not according to this recently completed survey.

"The population of this country is 200 million, but there are 72 million over 65 years of age, which leaves 128 million to do the work. People under the age of 21 total 74 million, which leaves 54 million to do the work.

"Then there are 24 million who are employed by the Federal Government, and that leaves 30 million to do the work. Thirteen million are in the Armed Forces, which leaves 17 million to do the work. Deduct 15,765,000, the number in the State and City offices, and the 520,000 in hospitals, insane asylums, etc., which leaves 715,000 to do the work.

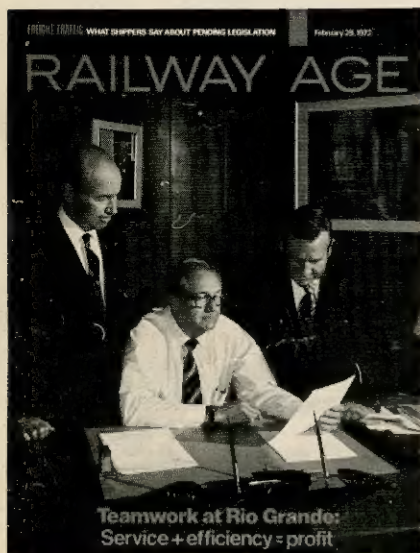
"But 462,000 of these are bums or vagrants who refuse to work, so that leaves 253,000 to do the work.

"Now, it may interest you to know that there are 252,998 people in jails—so that leaves just two people to carry the load. That's just you and me, brother, and I'm tired of doing everything myself."

(Perhaps the statistics may be a little out of date, but who hasn't experienced the sentiment?)

On the Cover

A Rio Grande freight approaches Coal Creek Canyon after leaving Denver. An SD-45 heads the westbound train.



The Rio Grande Railroad graced the cover of *Railway Age* the week of February 28, when the magazine emerged as a "Cheerleader" for the railroad.

There were two very interesting articles included in the issue. One was an interview with G. B. Aydelott, president; the other, how the Rio Grande caters to the shipper-customer.

* * *

A shopkeeper in a small resort town popular with fishermen displayed a card in his window reading: "Fishing Tickle."

A vacationer called the shopkeeper's attention to the error and asked, "Hasn't anyone told you about it before?"

"Sure thing," was the reply, "lots of people have, but they always buy something when they drop in."

Annual Report

Net income for the year ended December 31, 1971 was \$14,513,000 on operating revenues of \$139,442,000, compared to \$12,281,000 on operating revenues of \$116,526,000 for 1970.

These figures are all-time highs. The goals reached are not merely profits in the present; they include building for the future to assure continuing profit growth, and a following through on what was started in 1969.

"We have tried to stick to our twin goals—to strengthen our transportation business, and to diversify into other businesses—and believe that we are succeeding," said G. B. Aydelott, president. "This year, barring strikes or serious labor problems," he continued, "we expect to increase revenues and profits again. We also continue to search for acquisitions of quality and for investment opportunities in our existing business."

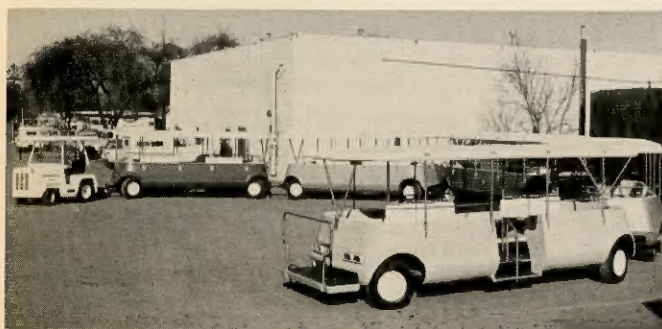
Analyzing the subsidiaries of RGI;

The Rio Grande Railroad had a very successful year when it turned in an outstanding performance, reaching an all-time high in revenues and profits. Authorization for capital expenditures for modernization of railroad property and equipment totaled more than \$16,000,000 for 1972.



RIO GRANDE RAILROAD is one of the most modern in the country with a variety of new equipment catering to the needs of its customers.

In April of 1971, RGI took its first step into the leisure industry when it acquired **Arrow Development Co., Inc.**, of Mountain View, Calif. Arrow engineers, manufacturers and installs fixed-place amusement park rides. Arrow also builds monorails, tram buses and miniature trains.



PARKING LOT TRAMS are ready for shipment to King's Island, Cincinnati, Ohio where patrons park their cars and ride the trams to the amusement center.

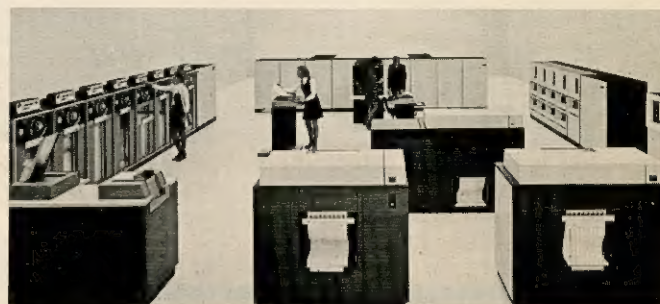
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Leavell Development completed its first apartment project in November at El Paso, Texas. It is "Windrock," the 150-unit luxury rental development. Park Central, the office building complex being constructed in downtown Denver, is on schedule and will be the new home of Rio Grande Industries and the Rio Grande Railroad. The First National Bank of Englewood building was sold at year-end at a profit. Other development projects are being constructed in Denver and Los Angeles, and various proposals are under study or negotiation.



WINDROCK, a 150-unit luxury apartment rental development located at El Paso, Texas, was the first project in this field for R.G. Industries.

Computer Sharing Services, Inc., which had been a division of the railroad for several years, was incorporated in April, and has operated autonomously and profitably since. Computer Sharing Services has received the additional and larger equipment it long had on order, and thus is in position to add to its revenues.



COMPUTER SHARING will broaden its services with new equipment now being received.

Rio Grande Motor Way increased its volume by 16 percent to more than \$12,000,000. The future for the trucking industry looks optimistic, and plans are to grow in that area.



RIO GRANDE MOTOR WAY operates in Colorado, Utah and parts of New Mexico.

The Importance of Railroads to the United States

(A prize-winning entry in Railway Progress Institute's 1971 Boy Scout Scholarship Grant Competition was submitted by Gordon A. Whiting, III. His entry is as follows.)

"America's railroads are the world's largest transportation system. In covering 209,000 miles of line with 340,000 miles of track, they form the nucleus of America's transportation system. Without this strong railway system, America would be a nation in which the remaining modes of transport would not be able to handle its industrial production.

To show how important these railroads are, one must consider that in some form or other, be it raw material or finished product, almost every item in use today was transported by rail. Present-day railroads carry some 41% of inter-city freight, which is more than any other single mode of transport. In the years to come, this burden will become even greater, as in 1980 the railroads are expected to carry 46% of inter-city freight. According to the United States Department of Transportation, 85% of the freight carried by railroads cannot be carried economically by any other mode of transport.

Although the importance of inter-city rail passenger service has declined over the past two decades, the importance of intra-city rail passenger service is on the rise. With urban transportation and ecology as they are today, rail mass transit systems will be an important factor in the future. Rail mass transit systems will take much pressure off our overcrowded highways and should hopefully reduce air pollution. San Francisco has already taken action through the operation of BART (San Francisco Bay Area Rapid Transit), a high-speed computerized rail mass transit system. New rail mass transit systems have been proposed for urban centers such as Washington, D.C., Atlanta, Baltimore, Los Angeles, Miami, Minneapolis-St. Paul, Pittsburgh and Seattle. New York and Philadelphia are also drastically improving their rail mass transit system.

America's rail industry is also important as an employer and good citizen. More than 550,000 people are directly employed by the rail industry. Many thousands more are employed in supplying the railroads with material and equipment. Each year the rail industry pays millions of dollars in taxes. Railroads are privately financed and thus depend very little on government money to finance their operations. Truckers, water-carriers and airlines depend on the government for airports, terminals, roads and waterways.

In instances of prolonged nationwide railway strikes, the lack of rail transportation is felt very heavily. The steel industry cannot function properly due to lack of rail-supplied raw materials and an increased hardship in getting finished goods to customers. The automotive industry depends on rail transportation for 75% of its materials and products and thus cannot function properly during a prolonged railway strike. Many other industries such as chemical, coal, food and forest products industries are also hard hit. Remaining carriers can carry only limited quantities of this industrial output during such a railway strike, even after thirty days' preparation.

Former President Johnson stated during his Administration that a one-month railway strike would cut the GNP by 13%, raise the unemployment rate to 15%, and endanger public health by cutting off the supply of chlorine for water chlorination. The results of a long

railway strike are simple; loss of wages to affected workers and higher prices to the consumer.

In times of national emergencies, railroads play a vital role and are usually the only transportation system that operates under almost all weather conditions. During peace and war, railroads are essential in transporting military goods.

Thus America's railroads are a necessary link in the economy of our nation. They are that link which this nation needs to stay strong and healthy."

Hobbies are Relaxing



By Almeda Flint — Photo by Cheadle

Times were hard in the early '30's, and John Ritchie, brakeman, like many others, found himself under great stress trying to make a living for his family in Salida. His doctor suggested oils as a hobby to relax. Lack of money ruled out the oils, so John used the next best thing—odds and ends of left-over house paint.

His first attempt was of the Royal Gorge. For many years this painting graced the walls of the ticket office at Grand Junction. Little did many realize it had been done with house paint.

The painting on the wall behind John was copied from a small calendar issued by the Santa Fe Railroad. Through the years he has done many other paintings, but most of them have been given away. He now is working with pastels but won't show them until he has mastered the technic, which, he says, will be some time after the spring yard work is done.

John is a retired conductor with 50 years' Rio Grande service to his credit. He will have more time to devote to his hobby, and probably not just to relax.

Rio Grande

Arrow Scores a Hit with Leisure-Time Rides

Rio Grande Industries took its first step into the leisure field in April 1971 when it acquired Arrow Development Company, Mountain View, Calif., now in its 26th year of operation. Arrow designs, manufactures, and installs fixed-rides for amusement parks.

Three new major entertainment facilities were opened to the public in 1971, Walt Disney World in Florida, Newhall Land Company's Magic Mountain in Southern California and Great South-

west Corporation's Six Flags in St. Louis. Arrow was the contracting manufacturer, and in most cases, the prime installation contractor for a total of 22 major ride systems for these three facilities.

Other ride systems completed in 1971 include a Gold Mine Ride for Blackpool, England, and a Cable Car Ride for Enchanted World at San Francisco's Fisherman's Wharf. Arrow produced over 1,000 individual amusement-oriented vehicles last year, some of which are shown with this article.

Arrow is supplying ride systems for two parks scheduled for 1972 opening—National Life Insurance Company's Opryland in Nashville, and Taft Broadcasting's King's Island in Cincinnati. Anheuser-Busch Garden facilities in Tampa and Los Angeles will use Arrow ride equipment at each location.

People-moving equipment is also developed by Arrow by the use of tram-type vehicles for amusement parks, shopping centers, national park areas, etc., and a suspended monorail system which may be adapted for a variety of uses.



A SPIN IN AN ANTIQUE CAR is enjoyed by those visiting Six Flags Over Texas in the Dallas-Ft. Worth area. Other types of cars are also built by Arrow.



PART OF ARROW DEVELOPMENT Company's assembly area shows the Antique Auto parts in the foreground, Coaster Bodies and Chassis are in the background.



MANY TYPES OF WILD LIFE can be seen while on an African Safari through Busch Gardens at Tampa, Florida.

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THE LOG FLUME is a popular and thrilling ride. The one shown is located at King's Island at Cincinnati.

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Rail CHATTER on the Grande

From the White House

Management Information

By Bessie Strange

Two smiling faces are welcomed back to key punch, Jo Ann Fahrion and Ruby Kaylor. They are working extra since Barbara Mitchell has taken a leave of absence.

Onita Bachorowski, on vacation, enjoyed the flu. Better luck next time, Onita. Donna Ohman and family spent a week in Hawaii. Eleanor Von Hohenstaden had a short stay in the hospital.

Bob Hassels and wife are enjoying Las Vegas. Jo Ann Fahrion is planning a Las Vegas trip. Roger Dal Vera and family are visiting a few days with their daughter at Logan, Utah. Bill McBeth and family spent the weekend of March 18-19 at Grand Junction helping his parents celebrate their 50th wedding anniversary. Wish them many more happy years together.

Lorraine Towner is sporting a new red Ford. A real beaut, with all the new gadgets.

A quick recovery for Tony Gagliardi, son of Vince, who had to undergo surgery.

Everyone was very shocked with the sudden death of Don Lyons. Deepest sympathy to his small daughter, Donna, and his family.

From the Top

By Irene Stevenson

Vacation fever is starting to replace the flu bug, although a few of the sixth floor inhabitants have had a touch of the nasty germ.

Vacationers include the Dick Hambrick family, who traveled to Boston; the Bill Omeron family flew to Dallas for a few days; and Irene and hubby, Phil, Stevenson tried the new direct flight to Mazatlan, Mexico, and from there they beachcombed at Puerto Vallarta.

Tom Arnold's friends say that, if he continues progressing in his new sport of skiing, they will enter him in the "Hot Dog" contest at Vail next year.

Memorable quote: "That frost and snow didn't ruin the proxies; they are in full bloom around here." Gene Schmeckpeper.

Mrs. John Walker is energetic as well as pretty. Her picture was in a "competing" publication as co-chairman of the Red Cross Fair held in Denver in March.

From the Fifth

By Jeanne Gustafson

Sorry to report a tragedy that struck the Bill Wotipka family when Bill's younger brother, John, died in a surfing accident while vacationing in Hawaii with his wife and children. Jack was a captain with United Air Lines. Memorial services were held at the Emmanuel Episcopal Church in Seattle on April 6. Sincere condolences to Bill and the Wotipka family.

Sincere sympathy is also extended to Clarence Olson in the recent loss of his mother.

Get well wishes are extended to I. M. "Buck" Brink and Mrs. Brink, who are both confined to the hospital. Hope their recoveries will be prompt and complete.

On the lighter side of life, we are happy to report that our personnel are becoming more and more "ecology-minded." Bob England advises he has purchased a "pollution-free vehicle" for his wife, a 10-speed Raleigh. Other owners of pollution-free vehicles are Bob Evans and Ella Lebsack. Wonder if there will be parking spaces included in the new building for bicycles?

Communications

By Jim Chavies

Al Leonard worked around home while on vacation. Les Brownell was on vacation for two weeks. Gilbert Rodriguez and Alex Griego filled in on relief.

Robert Grawey vacationed in Kansas and Illinois and Mike Fletcher worked Grawey's position and for others on rest days.

Harold "Peanuts" Phillips and Jim Mattingley are putting in quite a bit of work getting the new racks wired for the new office building.

System Freight Agency

By Charles Cutforth

Visitors included Maynard Gulmyer who has been taking it easy all winter; however, wife, Lola, has lots of yard work lined up now that spring is here.

Happy birthday to Pat Kemble who was born on St. Pat's day, 19--. Pat recently enjoyed a week of her vacation painting her home and babysitting her grandson.

Jim Nimrod returned to the office after a week of painting, raking the yard and other restful pursuits.

Freida Tonge and daughter, Dena, rode the Zephyr to Salt Lake and spent spring vacation with relatives. They agree with

this correspondent that it is a memorable trip. Gore Canyon is still unspoiled by highways and litter. The Only Way to Go to Salt Lake is by Rio Grande.

Thought: That last little drink for the road may be a grave mistake.

Traffic Dept.

By Bob Hulstrom

Congratulations to Tom Wells and wife on the birth of a son, Byron Thomas, born March 19, tipping the scales at 7 lbs. 11 oz. Tom is office manager at Omaha.

Congratulations to the following on their new assignments: J. J. Dugan as office manager at Philadelphia; B. C. Josephson as district representative at Indianapolis; Wm. H. Moore as district representative at Los Angeles; and C. P. Pond as district representative at Salt Lake City.

Revenue Accounting

By Dick Eggleston

Jim Pitney and son, Alan, visited friends at Cortez on their way to Las Vegas where they enjoyed the shows, returning by Lake Meade and Boulder Dam.

W. W. Bradford and wife, Helen, selected a good week, that of March 27, to depart from wintery Denver for a sojourn to the Bahamas.

Charlie Bradford spent a week of his vacation in snowy Westminster celebrating his Silver Wedding Anniversary with wife, Beverly.

A welcome to Bob Lovett, who returned to this department after a few weeks working in Freight Claims.

Pleased to see Ed Broderick, retired clerk, who returned for a short "Hello."

Colorado Springs

By Jim Kennedy

W. W. Willard, engineer, bought a farm 13 miles east of Colorado Springs where he is enjoying a two-week vacation.

Bob Golden, signal maintainer, enjoyed visiting family and friends at Grand Junction while on vacation for one week.

Bob French, OSD clerk's son, Kenneth, was home for 10 days while on furlough. He just finished Sea School and will be aboard the USS Long Beach for six months' sea duty.

Salida Comments

By Maribee*

Railroad buffs can appreciate the picture that hangs on the wall of the freight depot at Salida. Thanks to Ralph Passarelli, extra gang foreman, there is an enlarged picture of the old Tennessee Pass railroad tunnel for all to enjoy. Ralph had a snapshot enlarged to tremendous size. He took the picture in 1937 of the 3606 emerging from the tunnel when he was a section foreman at Tennessee Pass. To frame the picture, Ralph used molding which came from the old roundhouse at Leadville, which was razed seven years ago. The picture may be only a "hole in the snow" to modern railroaders, but it is a classic for railroad men with nostalgic blood in their veins.

One wouldn't think of Harold Ong, Pueblo roadmaster, who makes frequent excursions to Salida, as "The Music Man." It was quite a surprise to learn that his interest in musical notes led to the purchase of a Hammond organ just before Easter. His wife, who gives music lessons, and his daughter, a Pueblo nurse, play the instrument much better than he, according to his admission, but he says he can pick out tunes which are recognizable.

The judge gave up his judgeship. That's what marriage does to a man, or at least it did to Enoch H. Edlund, retired Min-turn agent. In early March he was married to Mona Blacker in Salida with his son, Rev. Al Edlund, performing the ceremony. The Blackers and Edlunds became good friends when the former lived in Leadville and the latter in Min-turn as a result of mutual Eastern Star interests. He resigned his position as Salida's municipal judge to have more time for traveling and visiting.

On the sad side is news of the passing of Mrs. James Brokaw, sister of retired conductor's wife, Mrs. Jack Paquette. Among the missing will also be Les Matthews, retired foreman of the barrel transfer. He passed away Feb. 27. With his outgoing personality, he loved to talk of the old days.

The Grim Reaper separated a couple who had spent many enjoyable years together. Elsie and Charles McDonald made a couple of trips around the world following his retirement as an engineer. They spent quite a bit of time in Australia, and winters in Arizona were a delight. Several months ago Elsie began to experience ill health and death in the Salida Hospital came the early part of March. Mrs. McDonald, a LaVeta native, was a school teacher for eight years prior to her marriage. One daughter survives.

Conductor Les Alway's family has been hard hit by the Grim Reaper also.

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Between Feb. 26 and the early part of March, three deaths occurred. Les and his wife went out to California for the funeral of his father, Thomas Alway, a pioneer in the Poncha Springs area where he was born in 1887. Thomas left Salida in 1947 to make his home in California. His wife preceded him in death in 1970.

Thomas Jack Alway, brother of Les, died after Les returned from California as a result of open heart surgery on Feb. 9 in San Francisco and had been recuperating nicely. The third death was a cousin, Kenneth Morford, who was killed in California.

Old 463 on its way to Antonito made the Salida depot buzz like days of old. The little locomotive is the one bought by Gene Autry in 1955 from the Rio Grande and recently donated to the town of Antonito. It passed through Salida with its coal car. The two flat cars containing the important cargo drew old-timers and young people to the depot. When news spread through the town, it signaled the constant ringing of the depot telephone to ask questions about Gene Autry's iron horse.

The excitement was fun while it lasted. L. T. Clark, agent, busy as a bee between regular business and the unexpected rush, was exhausted, but he said he loved every minute of it.

Son No. 2 was born to Brakeman and Mrs. Robert Brazil. His arrival increased the grandchildren in the family of Conductor and Mrs. George Kurtz.

Ted McDowell, retired conductor, said he finally had done something right when nominated for the Safe Driver of the Month Award.

Mel Fesler, telegrapher, has an unusual souvenir—a deck of cards with the back of each portraying a picture of the old days of the Rio Grande and the scenic points it served. One card has a picture of a 1700 locomotive.

*Mary B. Cassidy

Ogden

By Frank Burch

It is good news when one hears of a retired person keeping busy and having fun with a hobby. A. C. McCall, retired yardmaster, made the local news along with Lawrence Jenkins, retired OUR&D clerk, when they spent over 300 hours restoring and putting back into use a tottering surrey that was over 80 years old. This was the first attempt at this kind of a project for both men. Each part was dismantled, primed, given a new paint job and shined and put back together. The renovated surrey will be used on special occasions and in parades in the Ogden area.

Sporting new cars are Claude Combs, car foreman, in his Chrysler, and Bill Christman, traffic representative, with a new Vega.

W. O. Furniss, engineer, is spending two weeks at home doing things his wife, Phyllis, has lined up for him to do that should have been done during the winter months. William Hunt has returned to his job at Clearfield.

Contemplating transferring to the Provo area are David Harmon and Frank Burch.

Chief Clerk Retires

After 51 years of service on the Rio Grande, Walter J. "Bud" Deason applied for his annuity effective April 1.



Bud joined the Rio Grande as a bill clerk-car checker at Soldier Summit on Oct. 15, 1920. He transferred to Helper in 1930 where he subsequently held positions as relief clerk, bill clerk, car checker and in 1942 he transferred to Salt Lake City Engineer's Office as secretary and became chief clerk in that department in 1944. He was appointed chief clerk to Superintendent at Salt Lake in 1954, a position he held at the time of his retirement.

Fellow employes honored Bud and his wife, Ardell, at a luncheon where he was presented with an electric razor and some cash. A dinner party at the Elks Club further honored Bud where he received a gift of luggage as a token of esteem from his fellow workers.

Bud was well known on the railroad and best wishes follow him in his retirement, and may the future years be kind to him.

Colorado Division

By Anne Darling

Pleased to report that Bob Davis has returned to work following surgery. John Baughman is recuperating at home after having back surgery.

Sympathy is extended to Harold Law on the death of his brother who perished in a mobile home in February.

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Grand Junction

By Almeda Flint

Sgt. V. R. Peterson, Jr., son of the Vic Petersons, is assigned to the 21st Special Operations Squadron as helicopter mechanic on duty at Nakhon Phanom Royal AFB, Thailand. He has only a few months before his discharge and plans to spend a week's leave traveling by train to Bangkok.

Pleased to report that Ernie Cesario is much improved and recuperating at home after surgery. He would like to thank all for their calls, cards and flowers as well as their prayers. They were much appreciated.

Lou Ficklin said his wife won't give up the pictures, but they have a beautiful new granddaughter born to their son, Jim, and wife in Guatemala City, Guatemala. Jim McGinnis has another grandson born to Capt. and Mrs. J. W. McGinnis who are stationed at Avondale Depot near Pueblo. Cecil McSpadden had his young grandson in the office to prove all his bragging had merit.

Lloyd Lynch's No. 2 son, Walden, is stationed with the Air Force in Guam where his bride, Terri, will join him at the completion of her year at Mesa College.

George and Ione Green are on an extensive Continental Bus Tour which takes them into Old Mexico via the West Coast and will include many resort areas and Mexico City. Bob and Dorothy Evans are on an AAA-sponsored Barranca Train Tour of Old Mexico.

Sincere sympathy to the family of Charles P. Salatino who passed away March 23. Charles had 50 years service with the Rio Grande when he retired in 1960. He was 81. He is survived by his widow, one son and four daughters.

Sorry to report that a heart attack has hospitalized Carl Consalus. Hope he will follow doctor's orders and be able to return to work soon. Ruth Anderson is filling in for him as secretary to trainmaster, Dow Williams, retired assistant special agent, is back in the hospital. Hope he will feel better soon. Dow's former boss, Frank Jonick, also is hospitalized for surgery and hope he will feel much better in a short time.

Best wishes to Charlie Alberts who has taken a disability annuity from his duties as general roadmaster. He mentioned that he just might go back to school to study engineering.

Welcome to Hubert Meek who transferred from Alamosa to Grand Junction as general roadmaster. Jim Groves has been transferred to Grand Junction to help Frank Jonick with his varied duties.

Enjoyed chatting with old timers, Tom McHugh and Fred Carson; Phil Peters said he makes a point of going someplace each day to keep active; Bill Elbon has been paneling some rooms; Squidge Hutton walks the dog and Mrs. Hutton does most of the yard work and has beautiful roses to show for it. Other retirees living at Teller Arms are Joe Rawlins, Herb Clark, Eduardo Gomez and Chris Nelson.

Dorothy and Bob Evans recently stopped in Midvale to see Otis Teeter, retired fuel supervisor, who mentioned he had relayed the news to his brother, Lynn, about George Dunlap celebrating his 99th birthday. The Teeter brothers had called George as trainman out of Osawatomie, Kansas, where they worked for the Mo Pac prior to 1911 when George came to work for the Rio Grande. Later Lynn sent Otis a clipping from the Osawatomie paper which covered Dunlap's celebration. Know that Otis remains very active, plays golf regularly, and plans to go to Apple Valley, Calif., to talk over old times with C. V. "V.I." Colstadt. Those of us who many years ago enjoyed talking with "Teet" wonder if he still wears a "dickey" with his suit coat during the winter, trading it for a shirt during warm weather so he can remove his coat. Otis also mentioned that he plans his usual trip to attend the Annual Fuel Meeting at Chicago.

Sympathy to Duane Lehman, baggageman, on the loss of his brother, Marvin. Sorry to be so late in reporting the death of L. E. Charlesworth, Jan. 31, at the home of his daughter, Mrs. Ed Lamm, at Grand Junction.

Congratulations to Ron Barnes, son of Louis J. Barnes, carman, who was the winner of the "world supreme" champion title at the International Beauty Trade Show at the New York Hilton Hotel last month. In competition with 46 other hair stylists from around the world, Ron's oriental influence coiffure took first place, even over creations by Oriental hairdressers.

Utah Division

Dr. Ralph S. Welsh, Redding, Conn., has been awarded diplomatic status by the Board of Professional Psychology of the American Psychological Association. The diploma, according to the association, is the highest professional recognition given to a psychologist after he is judged by others in the field.

Ralph is the son of Wayne Welsh, engineer for the Rio Grande. Ralph worked as a fireman for the Rio Grande while attending the University of Utah.

Helper

By Dom Juliano

The Fourth Annual Rio Grande Bowling Tournament was a success.

Congratulations and thanks to Bill and Marilyn Nielsen and all the people who helped with the tournament. Representatives attending the tournament were from Pueblo, Montrose, Grand Junction and Salt Lake City.

Winners were: Men, 1st place, Journal & Bolts, Grand Junction, 2989; 2nd place, Flat Spots, Helper, 2971; 3rd, Royal Gorge, Salt Lake, 2935; 4th, Iron Horses, Salt Lake, 2887; 5th, Scenic Limited, Salt Lake, 2876.

Doubles with handicap: Solberg-Free-man, Salt Lake, 1306; Chappell-Cesario, Grand Junction, 1250; Cook-Fromm, Helper, 1235; Hoskins-Frantz, Salt Lake, 1229; Doolittle-Perry, Grand Junction, 1224.

Singles with handicap: Art Hadden, Grand Junction, 690; Harold Morley, Price, 680.

High Game Scratch: Harold Moreley, 257. High series scratch: Harold Morley, 626. All Events handicap: Harold Morley, 1947.

Buffalow's Herd was also present at the tournament.

Low game went to Menzo Wagner, Grand Junction, with a trophy.

Women: 1st place, G. J. D&RGW-ettes, Grand Junction, 2972; 2nd, Canon Balls, Grand Junction, 2864; 3rd, Odd Balls, Grand Junction, 2827; 4th, Am-traks, Helper, 2815; 5th, Prospectors, Salt Lake, 2790.

Doubles: Dorothea Reeser-Barbara Bergstrom, Grand Junction, 1281; Bernice Leo-Gayle Marelli, Helper, 1181; Marymann Cothorn-Dorothy Dyer, Grand Junction, 1168; Norma Dimick-Gen Cormani, Helper, 1162; Helen Wright-Dorothy Cesario, Grand Junction, 1157; and Marilyn Nielsen-Prudy Dunn, Helper, 1153.

Singles: Jeanne Fisher, Pueblo, 659. All Events: Dorothea Resser, Grand Junction, 1923. High Series scratch: Dorothea Resser, 602. High Scratch game: Jeanne Fisher, Pueblo, 234. Trophy for low game went to Ada Allen, Salt Lake.

A banquet and dance was held at the Carbon County Club on Saturday after the day's bowling had ended. A capacity crowd of happy bowlers and sad bowlers attended. A short program was held and door prizes were given before the dancing commenced.

The Helper people wish to thank all who participated in the tournament. They enjoyed having everyone there and are looking forward to next year's tournament.

Rio Grande

Alamosa Vets

A pleasant evening was enjoyed by members of Vet's Club No. 7 at the home of Frank and Irene Cox on Sunday, March 19. After a delicious chili supper, games and visiting were on the agenda to round out the party.

There is much concern in the lack of attendance at the activities of the Club due to so many members passing away. A plea is made for railroaders to join the club who have ten or more years with the Rio Grande. For only one dollar a year per person, a great deal of pleasure can be derived from even some of the gatherings, which is worth much in association with friends.

Gratitude is expressed for the never-tiring efforts of the Cox's and the use of their home. Would like all eligible railroaders to show their appreciation and assist in the efforts of the officers by not allowing the club to dwindle away to nothing. We still have some fine railroaders in the Valley.

The next get-together will be April 16. Details and locations will be advertised. Come out and join in the fun.

Real estate is moving in the Valley. Where the rip track, rails and buildings were removed, the area has been lowered about one inch by spring winds and placed over east in the old refinery.

Burnham Notes

Store Department

By Bill Moeller

Lester Dale started off the vacation season with a pleasant visit with his daughter in Chicago.

Pleased to welcome John Dirkes, who has taken over the duties as storehelper.

Dorothy Moeller, wife of Bill, was installed as the Grand Historian in the Grand Court of the Amaranth in March.

Diesel Shop

By Elmer Schaefer

The Robert Linnets spent a three-day weekend at Las Vegas where they enjoyed the shows and entertainment. The Mark Edwards and the Larry Brots attended the All Nation Pro-Am Bowling Tournament at San Diego.

Sympathy is extended to the family of Frank Cummings in the death of his brother, Arthur, at Los Angeles. Sympathy is also extended to the family of Louis Middleton. Louis was the operator of one of the large cranes in the shops.

Homer Cordry is sporting a new Chevy Cheyenne Pickup and a 28-ft. Travelers mobile home. He plans to see the wonders of the world when he retires from the electrical maintenance in the shops.

Retired shopmen who came to renew old acquaintances were Bill Stallins,

Charley Tartaglio, Amos Spicer, Art Southwell, Louie Duran, Ed Lindell, Jay Chapman and T. C. Chitwood.

Motor Way

By J. P. Walsh

Montrose

Fred L. Culver, high-seniority dock deliveryman at Montrose, has chosen retirement after nearly 28 years' service. His resignation became effective on March 15.



Culver, shown stepping down from his truck for the last time, first accepted employment in September, 1944, and has worked under several Motor Way agents and managers. For the past 19 years, he has worked under R. E. Marsh, terminal manager. On March 13, Marsh, along with fellow employes and many friends with the Rio Grande Railroad, presented him with a Polaroid camera. There was also a gift of a miniature red delivery truck overflowing with tiny packages labeled with names of patrons of his North-side delivery area. A beautiful corsage was presented to his wife, Zolene. A smorgasbord dinner at the Black Canyon Cafe preceded the presentation.

Fred is a member of the Montrose Voluntary Fire Dept. and the First Baptist Church. A man with many hobbies, he has been pursuing ice fishing on his favorite fishing pond, Blue Mesa Lake.

Butch Webb, dockman, reports the March 10 arrival of their second grandson, Robert Alan, son of the John Harris' of Spearman, Texas. Mrs. Webb was in Texas for the arrival. George Barnes is a new dockman here. He has been the extra man since 1966 and will replace Fred Culver.

Butch Webb, dockman, and Ernie Sigler, ore driver, entered the Rio Grande Tournament at Price on March 25-26. Other members of the team were George Clark, Bill Millard and Bud Campbell.

Joy Crabb, cashier, reports her son, Mark, has won a trip to the Air Force Academy, the result of his blue-ribbon placement in the Western Slope Science Fair at Grand Junction. Mark and his sister, Dawn, both winners in their school's science fair, entered the Grand Junction competition.

Durango

One of the office clerks, Barbara Bernhard, became a bride. She married David Paulsen, formerly from Stockton, Iowa. Fred Rector, dockman, was a recent winner in the class of J-Stock in the Winter National Car Races. He came home with a trophy that stands three-feet tall. Congratulations!

Rick McConnell, son of Dale, terminal manager, was home for the weekend from the automotive technical training school that he attends in Phoenix. He surprised his parents by popping in unexpectedly.

Tilton Macy's daughter, Pat, has been recommended to be listed in *Who's Who in American Colleges and Universities*. This honor is only awarded to the upper half of one percent of college students.

Dale McConnell recently welcomed his daughter back from a trip to Austria. She and her grandmother spent several weeks there seeing the sights and visiting relatives.

Congratulations to Dale McConnell, terminal manager, who has been elected a director of the Durango Chamber of Commerce for 1972.

Denver

Jack S. "Shorty" Clark took his retirement from the Denver Dock last month after some 21 years of service. He will be missed by his many friends, both in the office and on the dock. Homer Hardy, parts clerk in the shop, and C. A. Lamb, mechanic, also took their retirement recently. D&D driver, J. R. Demery, retired after 20 years of service.

M. H. "Bill" Foster, road driver, who retired, will make his home at Grand Junction where he first began to work for the Motor Way.

Congratulations to the Fred Elms on the birth of a baby daughter, Allison, born on Feb. 10.

Welcome to Carol Glasgow as secretary to the manager of transportation.

Salt Lake City

After more than 25 years' service with the Rio Grande Motor Way and Carbon Motor Way, Brigham Young Stevenson retired as dispatcher here.

Provo

Deepest sympathy to the family of George V. Palmer, short line driver, who passed away after a long illness on Nov. 8, 1971.

Moving?

When moving please include your old address as well as your new address. Allow at least one month for change to be made.

Denver Vets

By Foyle Troxel

A good crowd attended the March meeting and enjoyed the Bingo game. The April 20 meeting will be potluck at 6:30 p.m. Plan to attend and have a good visit with your fellow workers and retirees.

Special Dates:

May 15—The Auxiliary card party at Public Service Co., 12:30 p.m., 60 cents.

June 11—Potluck picnic at Anna Duckworth's mountain cabin. This is always an enjoyable affair.

July 8—Rio Grande Day at Lakeside Amusement Park.

Sept. 12—Auxiliary rummage sale. Save that "Stuff."

Sept. 23 — System Convention at Grand Junction.

Keep all these dates in mind. Better yet, mark your calendar.

The Auxiliary will soon be printing a new roster. If you have not paid your dues for 1972, please do so at once so your name will be included.

All were shocked by the sudden death, March 10, of Paul L. Chambers. Sincere sympathy is extended to his wife, Grace. Sympathy is also extended to the family of Rudolph Peterson.

Pleased to report that Tony Loibl is recovering nicely after being in the hospital a number of days. Esther has gone to California to visit their son who is quite ill.

Bill Freeland had surgery again. He is home and doing very well. The Schneiders just can't shake that "flu-bug." Best get well wishes to these members.

Gladys and George Bush enjoyed a trip to Hawaii while on their sojourn to California. Ruth Heimlich went to Nebraska to visit her grandmother.

Salt Lake Vets

By F. C. Krauth

The Salt Lake Vet's Club had their first potluck party of the year. It was a great success with plenty of food and fine Bingo games. Hosts were C. L. Crawford and M. A. Yates, who deserve a lot of credit for a grand evening. Thanks to the ladies who helped serve the food and for their kitchen labors.

Many new friends were in attendance and it was very nice to see so many of the members enjoying themselves.

The next potluck dinner will be held May 19 at the Rail Ops. Bldg., 37 W. 1700 South, at 6:30 p.m. Another good crowd is expected. Members should bring their own dishes and silverware.

Grand Junction Auxiliary

By Fern Cook

The Grand Junction Vet's Auxiliary met on March 15th. By-law changes were discussed and referred to the Governing Board.

Myrtle Forstrum and Maude Dooling were appointed to the committee in charge of the planning for the next regular meeting to be held April 19.

The Auxiliary will host the Men's Veterans Club and there will be prizes, card games and Bingo. It will be held in the Public Service Hospitality Room at 7:30 p.m. All members are urged to attend and bring their husbands.

NARBW Coming Events

By Betty Tidball

The Mile high Chapter of the National Association of Railway Business Women will celebrate its 19th Anniversary on Wednesday, April 19, with a tour and dinner at the home of "The Unsinkable Molly Brown." The tour will begin at 6:00 p.m. followed by the dinner served by the club members. Dessert will be a cake decorated with 19 candles.

Several members will wear clothing reminiscent of the Molly Brown era. There will be music from the musical of the same name.

Due to the amount of space available, the tour and dinner will be limited to 50 members. Sidona Bann, retired Rio Grande employe, is in charge of the meeting. Members wishing to attend should get their reservations in early.

The National Association of Railway Business Women will hold their Annual Convention at Houston on May 15-18, 1972. Mrs. Ruth Elliott with Missouri Pacific, National President, will proclaim "Threshold of a New Era" as the theme of the convention.

Mr. H. R. Mattricani, Southern Pacific R. R., will be the keynote speaker. Mr. Donald Martin, Seaboard Coastline R. R., as coordinator of the Astro Program, will update the effects of the nationwide letter writing campaign the NARBW have executed this past year in support of Astro.

Women from all areas of the United States are expected at the convention.

* * *

NOTE: Unless you deliver \$100,000 we will kidnap your wife.

HUSBAND: I don't have the money right now, but keep in touch, your proposition is interesting.

* * *

African Guide: "And there on the outskirts of that village I spotted a leopard."

Sweet Young Thing: "Don't be silly, they grow that way."

MEMORY ALBUM



SHADES OF THE OLD WEST are seen in the photo furnished by J. J. Flynn, retired engineer. Tom Mix, star of silent movies, with film crew in 1926 was in the Shoshone area making a movie, *The Great Train Robbery*. Tom Mix posed with the crew from left: Bill Thomas and Ray Drake, trainmen; J. Flynn, fireman; Paul Eubanks, engineer; and Trainmaster Walsh. Tom Mix is sitting on the rail.

Overheard in the Washroom

Really had it made last year. I was top man in the shop and the other guys knew it. Then, somebody hires this kid, Joe, not even dry behind the ears yet.

This kid is an all-out character, you know—the real eager type.

Comes a rough tolerance job and we give it to the kid. Let Joe do it and Joe does it.

No more rejects from those big shots in Quality Control. No more yak from the supervisor, no sweat.

But the word gets around.

Everybody and his cousin in the shop figures the same: Let Joe do it, and this Joe character goes ahead and does it. What's more, he even seems to like doing the tough jobs.

So, what's the score?

Come two, maybe three weeks ago, this Joe gets promoted. Means a fat boost in pay, too. But I've been in the shop one whale of a time longer than Joe. Sure I'm jealous. Mad, too. And yet, it's my fault, I let Joe do it.

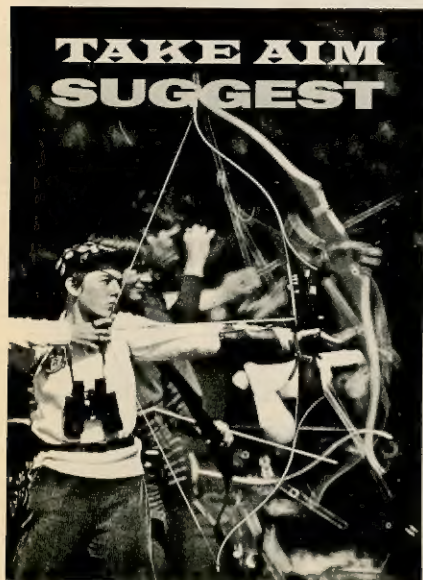
From now on, no eager Joe is going to get the next promotion. I'm the Joe who can do the job better.

Rio Grande

D. C. Traffic Club Elects Schneider



ROBERT J. SCHNEIDER, district manager, was honored when elected to serve a three-year term on the Board of Directors of the Washington, D.C., Traffic Club. Bob joined the Rio Grande Railroad as a steno-clerk in the Traffic Dept. at Omaha in 1954. He held several positions before his appointment as district manager for the Rio Grande at Washington, D.C., in September, 1969. As district manager, Bob's area covers the District of Columbia and the state of Virginia.



Salt Lake Auxiliary

A. B. Ernsten

Lena May Sanders, president of the auxiliary, has been quite ill. Mary English has also been under the weather.

Mrs. George Tucker fell and broke her hip. She is in Holy Cross Hospital.

Hope their recovery will be swift and that they will soon be back with us.

The next meeting will be on April 14. Members will be notified where the 6:30 p.m. meeting will be held.

Green Light

The Grande People

By Ann Eckberg

Retirements

(Years of Service Shown)

Camomile, Lawrence C., Salt Lake City, Boilermaker Helper, 17, Jan. 14.
Carter, Ernest, Chicago, Porter, 2, Jan. 1.
Chilton, Arthur G., Denver, Locomotive Engineer, 37, Feb. 1.
Circle, Loyd P., Pueblo, Switchman, 27, May 15, 1970.
Dechant, Jacob, Denver, Carman Helper, 28, Dec. 28.
Durland, Benjamin M., Denver, Asst. Signal Engineer, 32, Feb. 1.
Elbon, William J., Grand Junction, Conductor, 44, Jan. 23.
Elving, Elmer A., Denver, B&B Carpenter, 22, Jan. 18.
Kelley, George M., Salt Lake City, Trainman, 42, Feb. 16, 1971.
Maestas, Alfonso O., Alamosa, Mechanical Laborer, 26, Feb. 16, 1971.
Medina, Andres, Cisco, Section Laborer, 29, Feb. 1.
Parsons, Floyd R., Salt Lake City, Diesel Maint. Supervisor, 39, Feb. 1.
Ragsdale, Clifford D., Salt Lake City, Brakeman, 28, Dec. 27.
Reardon, Robert J., Denver, Chief Clerk, 46, Feb. 1.
Saltzgaver, Harry M., Denver, Asst. Roadmaster, 38, Feb. 1.

Losses

(Age and Date of Death Shown)

Billis, Louis, Salt Lake City, Section Foreman, 75, Feb. 7.
Chambers, Paul L., Denver, Conductor, 76, Mar. 10.
Charlesworth, Leslie E., Grand Junction, Locomotive Engineer, 81, Jan. 31.
De Pasquale, Frank S., Salida, Mechanical Laborer, 80, Mar. 21.
Eklund, Edward G., Salt Lake City, Statistical Clerk, 75, Mar. 24.
Eussen, James F., Leadville, Switchman, 69, Jan. 28.
Evensen, Axel H., Grand Junction, Carman, 82, Feb. 1972.
Hergert, John, Denver, Carman Helper, 80, Feb. 1972.
Jones, William J., Denver, Store Helper, 79, Feb. 1972.
Martinez, Mike, Alamosa, Section Laborer, 56, Jan. 1972.
Matthews, Leslie J., Salida, Baggage-man-Machine Opr., 79, Mar. 2.
Middleton, Lewis J., Denver, Crane Operator, 59, Mar. 26.
Monson, Neils A., Pueblo, Machinist, 74, Feb. 29.
Perkins, Desmond R., Salt Lake City, Trainman, 35, Mar. 15.
Scott, Robert S., Phippsburg, Carman, 78, Feb. 1972.
Skillicorn, Herbert B., Salt Lake City, Pipefitter, 66, Mar. 1.
Zendejas, Jose R., Denver, Machinist Helper, 88, Mar. 5.

* * *

Two English schoolboys were bitter enemies. One entered the Royal Navy and became an admiral, while the other entered the ministry and became a bishop.

Years later they met on a London railroad platform. The bishop, who had grown fat, swept up to the admiral, resplendent in his glittering uniform, and said, "Stationmaster, from which platform does the 10:05 leave for Canterbury?"

The admiral bowed and replied: "Platform five, madam. But in your condition, you shouldn't be traveling."

Suggestions

Suggestions received for review and discussion:

16265	19980	21431
18436	20594	31126
19395	20636	31158
19665	20702	31199

The following suggestions were received and for various reasons not adopted:

19156	31143	31206
30524		

The following suggestion was adopted. Identification stub should be mailed to the Personnel Office:

31138	19395
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Last month's winner was E. M. Hicks, clerk, Pueblo.

RECENT APPOINTMENTS

J. J. Dugan, Office Manager..... Philadelphia
B. W. Grable, Transportation Research Analyst..... Denver
R. L. Irvine, Chief Clerk to Superintendent, Utah Division... Salt Lake City
B. C. Josephson, District Representative..... Indianapolis
Wm. H. Moore, District Representative..... Los Angeles
C. P. Pond, District Representative..... Salt Lake City
A. C. Steinmiller, Transportation System Analyst..... Denver

Air-Bag Bulkhead Cars Join Rio Grande Fleet

The second set of 125 new insulated box cars were delivered by the Pacific Car and Foundry at Renton, Wash., painted in Grande Gold with "Rio Grande the Action Road" emblazoned on the side. Delivery was during March and April.

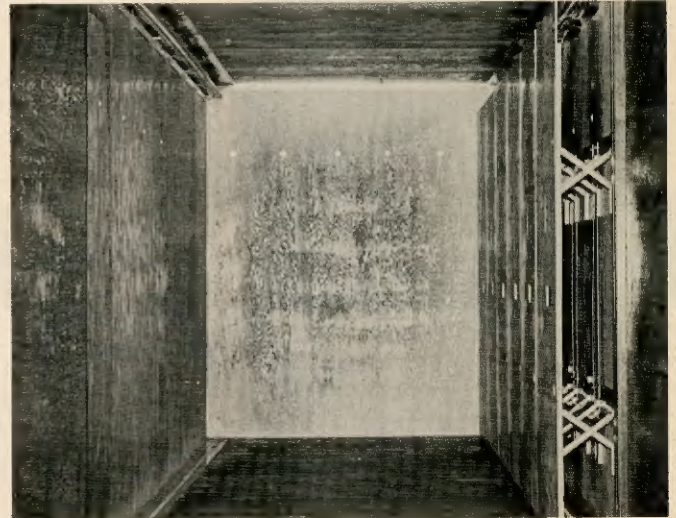
These 70-ton cars are complemented with air-bag bulkheads which are permanently installed. They have Freight Liner 900 interior finish to minimize odor, leverless plug doors for easy operation, verticle grain hardwood floors suitable for 50,000 lb. fork truck floor load, heater hangers in doorway area, 70-ton trucks, cushioned underframe and numerous other mechanical plusses to insure high-quality, trouble-free service for Rio Grande customers.

The first 125 insulated box cars were delivered during the month of February and differed from the second set of cars in that they had sidefillers and bulkheads.

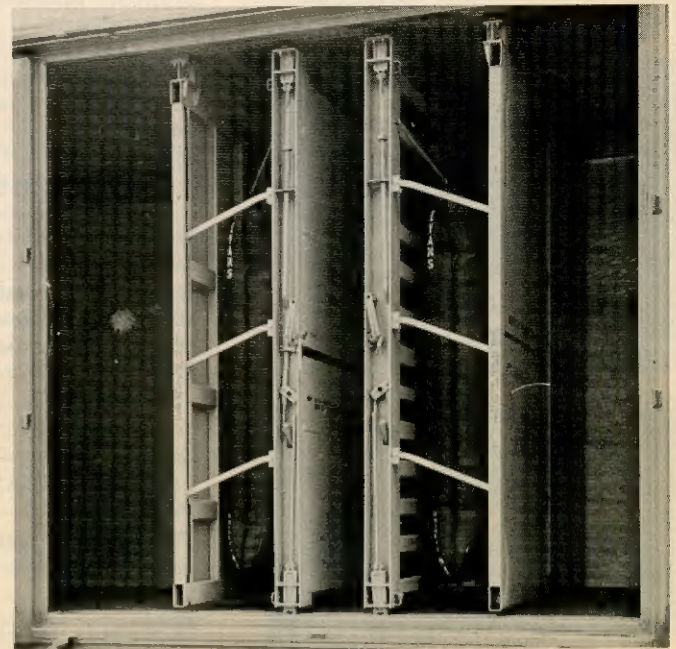
While the latest set of cars are designed to carry temperature-sensitive commodities, they can be, by placing

the bulkheads against the ends of the car, utilized for back-haul or as plain box cars. These cars, however, were designed to handle premium commodities.

These are the first free running dual air bag cars placed in service on the Rio Grande and are available for assignment to shippers.



THE FIRST 125 CARS delivered in February this year had standard sidefiller and bulkheads. The sidefillers in the above photo are extended to show how the load would be held in place.



AIR-BAG bulkheads are shown in the center of the car, fully inflated. Commodities are placed in each end of the car, the bulkheads are placed against the load, tied down and inflated. Loads arrive in the same condition as when they were loaded as there is no shifting in transit.



AIR BAG CARS are joining Rio Grande's car fleet. Built by Pacific Car and Foundry, 125 cars are to be placed in shipper service by the middle of April.



LARRY PARSONS, MANAGER EQUIPMENT PLANNING for the Rio Grande, operates the tie-down handle on the air-bag bulkhead as George Simcik and John Cowels, representatives from Evans Manufacturing Co., makers of the air-bag bulkheads, look on.



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